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**SUPPLEMENT TO
REPORT NO.**

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THIS IS UNEVALUATED INFORMATION

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25X1

1. The names and locations of hospitals, prisons, public buildings, churches and streets of the referenced map of the city of Varna (Stalin), as of 25X1 are correct, except as hereafter noted.

2. Location of the following is indicated:

- (1) Highly Restricted Area, which was operated entirely by the military.

(2) Restricted Area, [REDACTED] Because of the large backlog of work, repairing and building ships, this industry was not called upon to assist us in our program at first. Later this industry was our chief supplier of connecting rods and crank shafts. Here steel ships up to 10-thousand tons and fishing ships for the Black Sea industry were made and repaired. Floating as well as permanent dry docks were part of this industry's equipment. This was an old establishment and had been kept in excellent condition. Material produced by this industry for our program was of excellent quality.

- (3) Dry dock, completed and in operation in January 1946.
- (4) This was the only bridge over the Devno Canal, and it handled all highway traffic to Burgas, and South Varna; and also all rail traffic servicing industrial and military installations in South Varna.
- (5) Central Bus Depot from which all bus traffic originated. This city had fine bus service throughout its area. There were no electric cars.

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- (6) This was the largest textile factory in Bulgaria, where woolen and cotton yarns were made. The factory was a one-story, brick construction. It employed one-thousand people, working three shifts, six days a week.
- (7) Factory "Vulcan", manufactured various kinds of heavy as well as light hardware. A small foundry for the casting of iron was connected with this industry. It was a one-story, brick building, covering an entire block, and employed 150 men, working three shifts, six days a week. This factory was called upon to make gears and piston rings for our program. The quality of their production was excellent.
- (8) During World War II, the Germans used both Lake Varna and the Outer Harbor for seaplane take-offs and landings, using the former for larger planes.
- (9) Post Office. In Bulgaria, postal, telegraph, and telephone facilities are owned and operated by the Central Government, all of which were located in the Post Office Building.
- (10) In January 1946, Bulgaria had three radio stations: SOFIYA, STARA ZAGORA, and VARNA. The radio station in Varna was located about five miles from the Bus Depot on the left side of the highway to Sofia.
- (11) Main highway, from Varna to the west and north to Sofia and Dobrich. Approximately 10 miles west of Varna, the highway branched, the west branch going to Sofia, and the north branch to Dobrich. This highway is now known as "Vlodislaf / phon /". Note the new re-routing through the city of Varna from the Bus Depot.
- (12) This highway carried all of the traffic to South Varna and to Burgas. The Burgas highway was completed in 1943 by the Germans.
- (13) This was the highway to the King's Palace. It was the only asphalt highway in Bulgaria, and it extended along the seashore for eight miles beyond the city limits. It was used principally for pleasure, as many of the fine residences were located on this highway. Shore fortifications could be seen at various places east of the highway.
- (14) Landing strip for land-based planes.
- (15) The Power Plant, steam generated. This plant was not sufficient to supply all of the power needs for Varna, so additional electric power was purchased from the Textile Factory (See item no. 2.).

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